

Appl. No. : 10/796,692
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AMENDMENTS TO THE CLAIMS

Please amend the claims as set forth in the following listing of claims, which replaces all prior versions and listings of the claims.

1. (Currently Amended) An off-road vehicle comprising a frame, at least one wheel, and [[a]] first and second suspension arms each including a plurality of ends and being configured to suspend the wheel from the frame, the frame including ~~at least one~~ two horizontal members extending generally horizontally fore to aft, ~~and a~~ the vehicle further comprising first and second sets of retainers being coupled to the horizontal members, the retainers of the first set being spaced being apart from each other fore to aft at a first distance, the retainers of the second set being spaced apart from each other fore to aft at a second distance, the first and second distances being unequal, each retainer of a respective set being configured to retain one of the ends of [[the]] a respective suspension arm in a manner permitting the respective suspension arm to swing relative to the respective set of retainers.
2. (Currently Amended) The off-road vehicle as set forth in Claim 1, wherein the retainers extend generally vertically relative to the horizontal members.
3. (Canceled)
4. (Currently Amended) The off-road vehicle as set forth in claim 1 ~~additionally comprising a~~ wherein the second suspension arm is spaced apart from the first suspension arm generally in the vertical direction, the second set of retainers swingably retaining the second suspension arm therebetween, the vehicle additionally comprising [[and]] a link coupling the first and second suspension arms with each other, the link being coupled to the wheel.
5. (Original) The off-road vehicle as set forth in claim 4, wherein the tops of the retainers are inclined outward relative to a longitudinal center plane of the frame, which extends generally vertically and fore to aft.
6. (Original) The off-road vehicle as set forth in claim 5, wherein the first suspension arm is disposed above the second suspension arm, and the second suspension arm is longer than the first suspension arm.

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7. (Currently Amended) The off-road vehicle as set forth in claim 1, wherein each end of the respective suspension arms comprises a mount member, each one of the retainers has first and second surfaces opposing each other, and each one of the mount members is journaled between the first and second surfaces of one of the retainers.

8. (Original) The off-road vehicle as set forth in claim 7, wherein the first and second surfaces extend generally vertically.

9. (Original) The off-road vehicle as set forth in claim 8, wherein the first and second surfaces extend outward from the horizontal member relative to a longitudinal center plane of the frame, which extends generally vertically and fore to aft.

10. (Currently Amended) The off-road vehicle as set forth in claim 7, wherein the first and second surfaces extend outward from the respective horizontal member relative to a longitudinal center plane of the frame, which extends generally vertically and fore to aft.

11. (Currently Amended) The off-road vehicle as set forth in claim 10, wherein each one end of the first and second surfaces is connected to the respective horizontal member.

12. (Original) The off-road vehicle as set forth in claim 7, wherein the mount members are positioned at different elevations relative to each other.

13. (Currently Amended) The off-road vehicle as set forth in claim 12, wherein the mount member of a respective suspension arm, which is disposed more forward than the other mount member of the respective suspension arm, is positioned higher than the other mount member.

14. (Currently Amended) The off-road vehicle as set forth in claim 1, wherein the respective ones of the retainers are connected to the respective horizontal member.

15. (Currently Amended) The off-road vehicle as set forth in claim 14, wherein [[the]] at least one horizontal member has a vertical surface extending generally vertically, and the respective retainers are at least partially connected to the vertical surface.

16. (Currently Amended) The off-road vehicle as set forth in claim 15, wherein the at least one horizontal member is a rectangular parallelepiped member.

17. (Currently Amended) The off-road vehicle as set forth in claim 1 ~~additionally comprising a second suspension arm spaced vertically apart from the first suspension arm, wherein the frame additionally including comprises a set of support members and the vehicle further comprises a link, the support members extending generally vertically, the support members spaced apart from each other fore to aft, and wherein each of the retainers of the [[a]] second set of retainers each is placed on each a respective one of the support members, and a the link coupling together the first and second suspension arms, the link being coupled to the wheel.~~

18. (Original) An off-road vehicle comprising a frame, at least one wheel, and a suspension arm configured to suspend the wheel from the frame, the frame including a set of vertical members extending generally vertically, the vertical members spaced apart from each other fore to aft, and the suspension arm is coupled to the vertical members in a manner permitting the suspension arm to swing relative to the frame.

19. (Original) The off-road vehicle as set forth in claim 18, wherein the frame additionally includes first and second horizontal members extending generally horizontally fore to aft to support the vertical members.

20. (Original) The off-road vehicle as set forth in claim 18 additionally comprising a second suspension arm spaced vertically apart from the first suspension arm, the second suspension arm also being coupled to the vertical members in a manner permitting the second suspension arm to swing relative to the frame, and a link coupling the first and second suspension arms together, the link supporting the wheel.

21. (Currently Amended) The off-road vehicle as set forth in claim 20, wherein the vertical members are inclined outward and upward relative to a longitudinal center plane of the frame, that extends generally vertically and fore to aft.

22. (Original) The off-road vehicle as set forth in claim 21, wherein the first suspension arm is disposed above the second suspension arm, and the second suspension arm is longer than the first suspension arm.

23. (Currently Amended) An off-road vehicle comprising a frame, at least one wheel, and [[a]] first and second suspension arms being configured to suspend the wheel from the frame, the frame including [[a]] two horizontal members extending generally horizontally fore to aft, ~~the horizontal member having a vertical surface extending generally vertically, and a bracket unit placed on the vertical surface of the horizontal member, the bracket unit configured to retain at least a portion of the suspension arm in a manner permitting the suspension arm to swing relative to the frame, each end of the first and second suspension arms comprising a mount member, each mount member defining a pivot axis, the vehicle further comprising first and second sets of retainers being coupled to the horizontal members, each of the retainers of the first set being configured to retain the mount members of the first suspension arm with the pivot axes thereof being oriented parallel and noncoaxial with respect to each other, the retainers of the second set each being configured to retain the mount members of the second suspension arm with the pivot axes thereof being oriented parallel and noncoaxial with respect to each other, the first and second suspension arms being pivotable relative to the respective ones of the first and second sets of retainers.~~

24. (Currently Amended) The off-road vehicle as set forth in claim 23, wherein each of the bracket unit first and second sets of retainers comprises a set of brackets spaced apart from each other fore to aft, ~~the suspension arm has end portions, each end portion of the suspension arm has a mount member, and each one of the brackets journals each a respective one of the mount members for pivotal movement.~~

25. (Currently Amended) The off-road vehicle as set forth in claim 24, wherein the mount members of at least one of the first and second sets are positioned at different elevations relative to each other.

26. (Original) The off-road vehicle as set forth in claim 25, wherein an upper portion of one of the brackets journals one of the mount members, a lower portion of the other bracket journals the other mount member.

27. (Currently Amended) The off-road vehicle as set forth in claim 25, wherein the mount member of a respective suspension arm, which is disposed more forward than the other mount member of the respective suspension arm, is positioned higher than the other mount member.

28. (Original) The off-road vehicle as set forth in claim 24, wherein each one of the brackets has first and second surfaces opposing each other, and each one of the mount members is journaled between the first and second surfaces of the respective bracket.

29. (Currently Amended) The off-road vehicle as set forth in claim 28, wherein each one end of the first and second surfaces is connected to [[the]] a respective vertical surface of [[the]] a respective horizontal member.

30. (Original) The off-road vehicle as set forth in claim 27, wherein the suspension arm has a link to suspend an axle of the wheel, the link has a first portion coupled with the suspension arm and a second portion coupled with the axle of the wheel, and the first portion is positioned forward of the second portion.

30. (Currently Amended) The off-road vehicle as set forth in claim 27 wherein the suspension arm has a link to suspend an axle of the wheel, ~~the link has a first portion coupled with the suspension arm and a second portion coupled with the axle of the wheel, and the first portion is positioned forward of the second portion~~ the link coupling together the first and second suspension arms, the link being coupled to the wheel.

31. (Currently Amended) The off-road vehicle as set forth in claim 23 additionally comprising a prime mover supported by the frame to power the wheel, and the retainers are positioned on [[a]] the frame at a location forward of the prime mover.

32. (New) An off-road vehicle comprising a frame, first and second suspension arms, and first and second sets of retainers, the frame extending generally horizontally fore to aft, the first and second suspension arms each including a plurality of ends and being configured to suspend a wheel from the frame, the first and second sets of retainers being coupled to the frame, the retainers of the first set being spaced apart from each other fore to aft at a first distance, the retainers of the second set being spaced apart from each other fore to aft at a second distance, the first and second distances being unequal, each retainer of a respective set being configured to retain one of the ends of a respective suspension arm in a manner permitting the respective suspension arm to swing relative to the respective set of retainers.

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33. (New) An off-road vehicle comprising a frame, first and second suspension arms, and first and second sets of retainers, the frame extending generally horizontally fore to aft, the first and second suspension arms each including a plurality of ends and being configured to suspend a wheel from the frame, each end of the first and second suspension arms comprising a mount member, each mount member defining a pivot axis, the first and second sets of retainers being coupled to the frame, each of the retainers of the first set being configured to retain the mount members of the first suspension arm with the pivot axes thereof being oriented parallel and noncoaxial with respect to each other, the retainers of the second set each being configured to retain the mount members of the second suspension arm with the pivot axes thereof being oriented parallel and noncoaxial with respect to each other, the first and second suspension arms being pivotable relative to the respective ones of the first and second sets of retainers.